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FAA-2001-11884-1

LAW OFFICES

Yodice Associates

JOHN S. YODICE†
RONALD D. GOLDEN†
KATHLEEN A. YODICE
RAYMOND C. SPECIALE

ROBERT L. BORNARTH
DEAN E. TORGERSON
PARALEGALS

†ADMITTED IN DC, MD, OK
‡ADMITTED IN MD ONLY

OFFICES AT:
500 E STREET, S.W.
SUITE 240
WASHINGTON, D.C. 20024
202/863-1000
FAX 202/863-1001

421 AVIATION WAY
FREDERICK, MD 21701
301/695-2300
FAX 301/695-2375

PLEASE REPLY TO DC OFFICE

BY HAND DELIVERY

March 19, 2002

Clerk
U.S. Department of Transportation
Docket Management System
400 7th Street, S.W., Room PL 401
Washington, D.C. 20591-0001

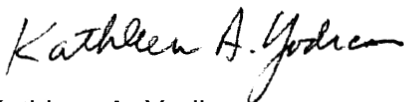
Re: Petition For Exemption from F.A.R. §§ 91.315 and 91.319

Dear Clerk:

Enclosed, please find a Petition For Exemption that is being filed on behalf of the Indiana Aviation Museum, pursuant to the procedures set forth in 14 C.F.R. § 11.61(b), 11.63, and 11.81. The Indiana Aviation Museum is seeking the ability to operate P-51D Mustang, BAC 167 Strikemaster, F40-5 Corsair, and T-28B Trojan aircraft for compensation or hire. Accordingly, we look forward to your prompt and favorable attention to this matter.

If we may be of further assistance to you in your review of this request, or if we may provide you with additional information, please do not hesitate to contact me at our Washington, D.C. office, as listed above. We may make any needed information and ourselves available to you immediately upon your request and at your convenience.

Sincerely,



Kathleen A. Yodice
Counsel to Indiana Aviation Museum

Enclosure

cc: Client, John Wensel, John Henry

DEPT. OF TRANSPORTATION
02 MAR 20 AM 9:00
11

TO: U.S. Department of Transportation
Docket Management System
400 7th Street, S.W., Room PL 401
Washington, D.C. 20591-0001

**PETITION FOR EXEMPTION FROM
FEDERAL AVIATION REGULATION SECTIONS 91.315 AND 91.319
FOR THE OPERATION FOR COMPENSATION OR HIRE
OF THE INDIANA AVIATION MUSEUM NORTH AMERICAN P-51D MUSTANG, BAC
167 STRIKEMASTER, CHANCE VOUGHT F4U-5 CORSAIR, AND NORTH
AMERICAN T-28B TROJAN AIRCRAFT**

**PETITIONER: INDIANA AVIATION MUSEUM
4601 Murvihill Road
Valparaiso, Indiana 46383**

**By: Law Offices of Yodice Associates
Kathleen A. Yodice
500 E Street, S.W.
Suite 240
Washington, DC 20024
202.863.1000**

Dated: March 19, 2002

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PETITION SUMMARY

The Indiana Aviation Museum (IAM) seeks an exemption from § 91.315 of the Federal Aviation Regulations (F.A.R.) (14 C.F.R. § 91.315) for the operation of its North American P-51D, which is currently certificated in the Limited category. Further, IAM seeks an exemption from § 91.319 of the F.A.R. (14 C.F.R. § 91.319), for the operation for compensation or hire of the BAC 167 Strikemaster, Chance Vought F4U-5 Corsair, and the North American T-28B Trojan, which are all certificated in the experimental/exhibition category. Copies of airworthiness certificates, registrations, and operating limitations for these four aircraft are attached as Exhibits A, B, C, and D. and IAM seeks exemption from the whole of 14 C.F.R. § 91.315 and specifically from 14 C.F.R. § 91.319 as follows:

74 C.F.R. § 97.379 Aircraft having Experimental Certificates: Operating Limitations

(a) No person may operate an aircraft that has an experimental certificate-

...

(2) Carrying persons or property for compensation or hire.

REASON FOR PETITION

IAM would like to use the aircraft for the purpose of carrying passengers on local, non-stop flights in return for receiving donations by sponsors of the museum and its historic aircraft. The opportunity to experience flight in these aircraft offers a unique opportunity to learn about historic aircraft and aviation history. This experience is a key attraction of the donor program. The limitations against "for compensation or hire" operation of aircraft with limited and experimental certificates, as imposed by §§ 91.315 and 91.319, preclude the use of these historic military jet trainer aircraft for compensation or hire, limiting the source of funds available to maintain the aircraft. Consequently, the public opportunity to learn and experience this important part of aviation history suffers. Accordingly, an exemption from the application of the regulations are required so that optimum educational opportunities for individuals who wish to experience and learn about historic military jet aircraft in a safe environment are not diminished, thus benefiting both the public's interest in aviation history and safety.

BACKGROUND

The FAA has previously granted several exemptions similar to the one here requested. In those exemptions, the FAA concluded that preserving historic US military aircraft was in the public interest as was preserving historic buildings, landmarks, and neighborhoods. See Exemption Nos. 6540, 6541, and 7126. The FAA has demonstrated a willingness to allow public participation in the preservation and maintenance of vintage military aircraft. By allowing operators to carry passengers on local flights in return for donations, the FAA enables operators of historic aircraft to defray the high costs of restoration, operation, and maintenance while continuing to both educate the public on the history of these machines and protect the public interest in the preservation of aviation history.

INTEREST OF THE PETITIONER

IAM was incorporated in Indiana in September 2000 and opened to the public in May 2001. Shortly after its incorporation, IAM was granted 501(c)(3) status by the Internal Revenue Service. IAM is dedicated to educating the public by preserving aviation history both with static displays in its museum facilities and with hands-on experience in the air. IAM restored military aircraft displays include a T-34 Mentor, a North American P-51D Mustang, a Chance Vought F4U-5 Corsair, a PT-17 Stearman, a North American T-28B Trojan, a British Aircraft Company BAC 167 Strikemaster, and a North American AT-6G Texan. The IAM also displays several historic civilian aircraft including a twin engine Baron. The IAM staff provides guided tours and informational lectures to its visitors on a regular basis, with special attention given to school groups, scouting and other civic youth organizations. It is IAM staffs and management's sincere hope and mission to share with the general public the pivotal influence these aircraft had in our nation's history and in securing all of the freedoms we citizens so richly enjoy. Promotional materials describing the purpose and operations of the museum are attached as Exhibit E.

IAM staff currently maintains and operates its seven historic military aircraft at its own significant expense. The museum plans additions to its fleet in the future to further ensure the preservation of historic military aircraft and aviation history for future generations. To ensure the safety and preservation of these and all its aircraft, IAM stridently ensures that its aircraft are maintained in a manner that complies with Subpart

E of Part 91 as it applies to aircraft operated for compensation or hire. **All** aircraft receive annual inspections, which have historically occurred within 100 hours of operation annually. These strict restoration and maintenance procedures are costly yet required to ensure the safety of aircrew and public.

To continue the preservation of historic military aircraft and public education pursuits, **IAM** needs financial support. The public has demonstrated a willingness to defray some of **IAM's** costs through donations. To show its appreciation to its donors and provide them with a unique, enjoyable, and educational experience, as well as to attract further donors, **IAM** seeks to provide local, non-stop flights in exchange for individual financial support. By allowing **IAM** to provide donors with the unmatched educational experience of flying in a historic warbird, **IAM** will be better able to educate the public on the important roles these aircraft played in our nation's history by attracting greater numbers of donors, thus increasing its ability to preserve an important piece of American and aviation history.

IAM emphasizes that it seeks an exemption for non-stop, local flights in return for, and in appreciation of, financial support. It does not seek to compete with part 121 or 135 certificate holders and will not hold itself out as in the business of transportation for compensation or hire.

PUBLIC INTEREST

IAM proposes that it is in the public interest to allow operation of the above aircraft as described in this petition. **As** previously recognized by the FAA, promotion, preservation, operation, and maintenance costs of these aircraft can reach staggering proportions. By allowing **IAM** to provide local flights to its donors, **IAM** will be able to provide the public with an unsurpassed opportunity to not only learn about the significant roles these warbirds have played in our country's history and in world history, but will also allow the public to **experience** that history. So few areas of history allow hands-on experience like aviation. The FAA recognized that the preservation of historic aircraft is in the public interest as is the preservation of buildings, landmarks, and neighborhoods. Unlike buildings, landmarks, and neighborhoods, though, riding in one of these warbirds allows a person to step into the shoes of a warbird crewmember during the aircrafts' heyday. One can only imagine how life must have been without electricity, refrigeration, running water, and indoor plumbing while walking through a historic home. When given

the opportunity to fly in a P-51 Mustang or T-28B Trojan, one does not need to imagine what a World War I or II fighter pilot experienced.

The public has consistently demonstrated an interest in learning about historic warbirds and other aircraft as well as aviation history. The public has also demonstrated a willingness to aid operators in the upkeep of warbirds. In addition to its static displays and tours in the museum, IAM has participated in numerous airshows around the country. In 2001 alone, IAM attended over 30 aviation events and have thus far planned 19 events for 2002, with the list continually growing. The 2001 event list is attached hereto as Exhibit F. The 2002 planned event list is attached hereto as Exhibit G.

The FAA also previously concluded that without financial support from the public, "it is reasonable to conclude that operators of [vintage] aircraft would not be able to raise sufficient funds to maintain the aircraft and provide flying experiences to the public." See, e.g., Exemption No. 7126 at 1. Without the continued financial support of the general public, IAM's mission to bring aviation history to life for the general public, and to incite a passion for aviation in the general public, will not be realized. Consequently, the public interest will suffer.

SAFETY ISSUES

Experienced Pilots

These aircraft are operated by a highly experienced team, many of which are former military pilots or commercial airline pilots with extensive experience in high performance, warbird aircraft. IAM pilots have over 58,125 combined hours of demonstrated safe operation of high performance aircraft and have strict procedures to ensure the continued safe operation of its aircraft.

IAM exists as a result of James Read's passion for flight and his desire to share the educational and unique experience of historic warbirds. Mr. Read is a United States Marine Corps Naval Aviator veteran. During his enlistment, Mr. Read piloted several high performance aircraft such as the SNJ, AD Skyraider, FJ2 Saber jet, T34 trainer, and the F9 Cougar. He frequently demonstrates his skill in IAM's warbirds in air shows throughout the summer season. As of March 2002, Mr. Read logged over 4000 hours. He currently holds a commercial certificate with multiengine land, single engine sea, instrument, rotorcraft-helicopter, and glider aero tow ratings. Additionally, he holds a

Letter of Authorization for all types and makes of high performance single or multi-engine piston powered airplanes, issued in July 1999.

James Bowers holds an airline transport pilot certificate with a multiengine land rating and is a certificated flight instructor with multiengine and instrument ratings. He is also certificated as an airframe and powerplant mechanic with inspection authorization. As of February 2002, James Bowers logged over 7300 hours.

Guy Campolattara holds an airline transport pilot certificate with a CE-500 rating, commercial privileges with a single engine land rating, private privileges with a glider rating, and is certificated as an airframe and powerplant mechanic. Mr. Campolattara is also certificated as a ground instructor with advanced and instrument ratings, as well as a flight instructor with multiengine and instrument ratings. He has logged over 7000 hours as of March 2002.

Cathy Harrell is IAM's newest staff pilot with over 700 hours and counting. She holds a private pilot certificate with single engine land and instrument ratings as well as a commercial pilot certificate.

Kris Kartokrax holds an air transport pilot certificate with single engine land and rotorcraft-helicopter ratings as well as commercial privileges with single engine sea, multiengine land, and glider ratings. Kris also holds a ground instructor certificate with advanced and instrument ratings as well as a flight instructor certificate with multiengine, rotorcraft-helicopter, and instrument ratings. He has logged over 2,975 hours as of March 2002.

Vlado Lenocho holds commercial privileges with a glider aero tow rating and an airline transport pilot certificate with a Boeing 727 rating. He is certificated as a flight instructor with multiengine, instrument, and glider ratings and holds an LOAA. Mr. Lenocho additionally holds a repairman certificate (experimental aircraft builder) and is certificated as a Flight Engineer with a turbojet powered rating. As of mid-December 2001, he logged over 7500 total hours.

Dale Snodgrass is a retired United States Air Force captain. He holds the unique distinction of having the most hours logged in the F-14 Tomcat in the country. He holds a commercial pilot certificate with multiengine land and instrument ratings. As of March 2002, Dale logged over 9300 hours.

Dave Thompson is an active captain for United Airlines. As of March 2002, he logged over 18,975 hours. He holds an airline transport pilot certificate with A-320 and

DC-9 ratings. Mr. Thompson also has commercial privileges with a single engine land rating.

Strict Maintenance Procedures

IAM has implemented a strict maintenance schedule to which it stridently adheres. The maintenance manuals are identical to those manuals approved and used by the military for each aircraft. IAM contracts for maintenance and repair from those who specialize in each of its historic aircraft, thus ensuring only the most knowledgeable hands work on its aircraft. All aircraft are maintained in compliance with Subpart E of Part 91 as it applies to aircraft operated for compensation or hire. Such work is also performed in strict compliance with the maintenance manuals given to the military by the respective aircraft manufacturer. All aircraft are inspected regularly through annual inspections. In no case would an aircraft surpass 100 hours of flight before being thoroughly inspected and signed off by inspection authorized persons.

The T-28B Trojan is maintained by Mike Muraski of Warbirds, Inc. in Nappanee, Indiana. Mike is a certificated airframe and powerplant mechanic with extensive experience in large, radial engines such as those in the T-28B.

Sam Taber of Tab-Air, Inc., East Troy, Wisconsin, performs the scheduled maintenance on both the P-51D Mustang and the F4U-5 Corsair. Sam is a certificated airframe and powerplant mechanic with an inspection authorization. He has years of experience specializing in the care of high-powered former military aircraft.

The 167 Strikemaster is serviced by James Bowers, owner of ARS Aviation Inc. Jim is a certificated airframe and powerplant mechanic with an inspection authorization. He has an extensive background in working with turbine-powered aircraft, as well as extensive experience working with all types of general aviation aircraft.

DESCRIPTION OF RELIEF SOUGHT

IAM has illustrated that it is in the public interest for the FAA to grant this request for exemption from 14 CFR §§ 91.315 and 91.319. It has also illustrated that its pilots are seasoned warbird aircraft pilots. Further it has shown a commitment to safety through the implementation of a quality maintenance program and the employment of highly qualified certificated airframe and powerplant mechanics, two of whom also maintain aircraft inspector ratings.

Considering the overriding public interest in providing a comprehensive approach to educating the public about historic warbirds, preserving an important part of aviation history, and providing the general public with an authentic warbird experience that is unmatched, IAM requests an exemption from 14 C.F.R. §§ 91.315 and 91.319 as necessary to conduct the operations described in this petition.


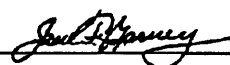
Respectfully submitted,
INDIANA AVIATION MUSEUM

By: _____
Law Offices of Yodice Associates
Kathleen A. Yodice
Counsel to Indiana Aviation Museum
500 E Street, S.W., Suite 240
Washington, D.C. 20591
Voice 202-863-1000/Fax 202-863-1001

For: James Read, President
Indiana Aviation Museum
4601 Murvihill Road
Valparaiso, Indiana 46383

Date: March 19, 2002

REGISTRATION NOT TRANSFERABLE

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION		This certificate must be in the air-
NATIONALITY AND REGISTRATION MARKS N151W	AIRCRAFT SERIAL NO. 45-11540N	
MANUFACTURER AND MANUFACTURER'S DESIGNATION OF AIRCRAFT NORTH AMERICAN F-51D CAO Aircraft Address Code: 50147732		
JVMC INC 309 BROADWAY CHESTERTON IN 46304-2316 CORPORATION		This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with the Federal Aviation Act of 1958, and regulations issued thereunder.		 US Department of Transportation Federal Aviation Administration
DATE OF ISSUE September 30, 1998	 ADMINISTRATOR	

AC Form 8050-3(8/97) Supersedes previous editions

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE			
A	CATEGORY/DESIGNATION LIMITED		
	PURPOSE		
B	MANUFACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	N/A
		TO	N/A
D	N- 151W	SERIAL NO.	45-11540-N
	BUILDER NORTH AMERICAN	MODEL	P51D
E	DATE OF ISSUANCE	04/23/98	EXPIRY N/A
	OPERATING LIMITATIONS DATED 04/23/98		
	SIGNATURE OF FAA REPRESENTATIVE		
	DESIGNATION OR OFFICE NO.		
		STEPHEN H. RIDING	GL-13
Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			

FAA FORM 8130-7 (7-79) USE PREVIOUS EDITION

SEE REVERSE SIDE



U.S. Department
of Transportation
**Federal Aviation
Administration**

Flight Standards District Office

4915 South Howell Avenue
Milwaukee, WI 53207

23 APR 1998



OPERATING LIMITATIONS - LIMITED

MAKE: NORTH AMERICAN REG. NO.: N151W
MODEL: P-51D SERIAL NO: 45-11540-N


1. No person may operate this aircraft carrying persons or property for compensation or hire (14 CFR 91.315).
2. Unless appropriately equipped for night and/or instrument flight, this aircraft shall be operated DAY VFR only.
3. Airplane must be operated at all times within the limitations set forth in Army Technical Order AN-01-60JD-1 and/or Army Technical Order AN-01-60JE-1 except for the limitations given in Specification L-11-3, in which case the limitations in the Specification must be observed. A copy of Army Technical Order AN-01-60JD-1 and/or Army Technical Order AN-01-60JE-1 and Aircraft Specification L-11-3 must be carried during flight.
4. Unless equipped with supplemental oxygen, this aircraft must be operated within the altitudes and time limits stated in 14 CFR 91.211.

Stephen H. Riding,
Principal Maintenance Inspector

REGISTRATION NOT TRANSFERABLE

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION		This certificate must be in the air- craft when operated.
NATIONALITY AND REGISTRATION MARKS N 67NM	AIRCRAFT SERIAL NO. 404	
MANUFACTURER AND MANUFACTURERS DESIGNATION OF AIRCRAFT BRITISH AIRCRAFT CORP BAC 167 STRIKEMASTER ICAO Aircraft Address Code: 50206347		
I S S U E D T O	JRMC INC 309 BROADWAY CHESTERTON IN 46304-2316	This certificate is issued for registra- tion purposes only and is not a certifi- cate of title. The Federal Avia- tion Administration does not determine rights of ownership as between private persons.
	CORPORATION	 U.S. Department of Transportation Federal Aviation Administration
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with the Federal Aviation Act 1958, and regulations issued thereunder.		
DATE OF ISSUE July 09, 2001	 ADMINISTRATOR	

AC Form 8050-3(8/97) Supersedes previous editions

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE			
A	CATEGORY/DESIGNATION	EXPERIMENTAL	
	PURPOSE	EXHIBITION	
B	MANUFACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	N/A
		TO	N/A
D	N- 167NM	SERIAL NO.	EEP/JP 404
	BUILDER British Aircraft Corp.	MODEL	BAC 167 Strikemaster
E	DATE OF ISSUANCE	A 07/19/1999	EXPIRY Unlimited
	OPERATING LIMITATIONS DATED	07/19/1999	ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE	DESIGNATION OR OFFICE NO.	
	 Curt Lindauer	AGL-FSDO-03	
Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.			

FAA FORM 8130-7 (10/82)

SEE REVERSE SIDE



U.S. Department
of Transportation
**Federal Aviation
Administration**

DuPage Flight Standards District Office

**31W775 North Ave.
DuPage Airport
West Chicago, IL 60185-1056**

**OPERATING LIMITATIONS
EXPERIMENTAL-EXHIBITION AND AIR RACING
GROUP II AIRCRAFT**

July 19, 1999

MAKE: British Aircraft Corp. REGISTRATION NO: N167NM
MODEL: B.A.C. 167 SERIAL NO: EEP/JP/404

**THESE OPERATING LIMITATIONS ARE A PART OF THE FAA FORM 8130-7
DATED: July 19, 1999.**

1. No person may operate this aircraft unless the Special Airworthiness Certificate, FAA Form 8130-7, for this aircraft is displayed at the cockpit entrance so that it is legible to the crew.
2. No person may operate this aircraft for other than the purpose of meeting the requirements of 14 CFR 91.319(b), as stated in the program letter for the aircraft. Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of part 91 and all additional limitations herein prescribed under the provisions of 14 CFR 91.319(e). These operating limitations are a part of the FAA Form 8130-7, Special Airworthiness Certificate, and are to be carried in the aircraft at all times for availability to the pilot.
3. Application must be made to the geographically responsible Flight Standards District Office for any revision to these operating limitations.
4. This aircraft may not be operated over densely populated areas or in congested airways, except when otherwise directed by Air Traffic Control.
5. No person may operate this aircraft for carrying persons or property for compensation or hire.
6. Aerobatic maneuvers intended to be performed must be satisfactorily accomplished and recorded in the aircraft records during the flight test period.

7. This aircraft will not be operated unless the replacement times for life-limited parts **specified** in the applicable technical publications pertaining to the **aircraft** and **its** components are complied with. This aircraft, including its related components and systems, must **be** inspected in accordance with an **approved** inspection program selected under the provisions of 14 **CFR** Part 91.409(e). This inspection **program** shall be recorded in the aircraft maintenance **records**.

8. Inspections shall be recorded in the aircraft maintenance records showing the following or a **similarly worded statement**: **I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of the B.A.C 167 Maintenance Inspection Program, approved August 14, 1996, and found to be in a condition for safe operation.** The entry will include the **aircraft** total time in service, cycles if appropriate, and the name, signature, and certificate type/number of the person performing the inspection.

9. This aircraft shall not be operated unless it **is** maintained **and inspected in** accordance **with the** requirements of 14 **CFR** Part **43**, Maintenance, Preventive Maintenance, Rebuilding, and Alteration.

10. Only FAA-certificated mechanics with appropriate ratings **as authorized** by 14 **CFR** Part 43.3 may perform inspections required by these limitations.

11. The cognizant **FAA FSDO** must be notified, and their response received in writing, prior to flying this aircraft after incorporation of a major change as defined by 14 **CFR** Part 21-93.

12. This aircraft must display the word **EXPERIMENTAL** in accordance with 14 **CFR** Part 45.23(b) .

13. This aircraft shall contain the placards, markings, **etc.**, **required by 14 CFR Part 91.9.**

14. The Pilot In Command of **this aircraft must hold an** appropriate category/class rating. If required for the type of aircraft to be flown, the Pilot In Command must also hold either an **appropriate type** rating or a Letter of Authorization issued by an **FAA** Flight Standards Operations Inspector.

15. The Pilot In Command of this aircraft shall notify the air traffic control tower of **the experimental nature of this aircraft when operating into or out of airports with operating** control towers. **The** Pilot In Command shall plan routing that

will avoid densely populated areas and congested airways **when** operating VFR.

16. The Pilot In Command of this aircraft should be knowledgeable of and utilize the procedures described in the Experimental Aircraft Association's "Jet Operations Manual" or other procedure acceptable to the Administrator.

17. Ejection seats must be inoperative and the explosive cartridges(s) removed.

18. This aircraft is prohibited from flight with any externally mounted equipment unless the equipment is permanently installed in a manner that will prevent inflight jettison of the equipment. This permanent installation must be recorded in the aircraft **records**.

19. No person may operate this aircraft for other than the purpose of **EXPERIMENTAL EXHIBITION**, to exhibit the aircraft, or participate in events outlined in the registered owners program letter, or any amendments, describing compliance with 14 CFR Part **21.193(d)**. Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of 14 CFR Part 91, and all additional limitations herein prescribed under the provisions of Part 91.319(e). These operating limitations are a part of the **FAA Form 8130-7** and are to be carried in the aircraft at all times for availability to the pilot.

20. All proficiency/practice flights shall be conducted in airspace with an operational radius of 600 nautical miles from the airport where the aircraft is based. Proficiency flights are limited to a non-stop flight that begins and ends at the home base airport. One alternate airport may be selected for each flight, within the operational radius of the airport where the aircraft is based. Other operations for organized formation flying, proficiency flying, or pilot checkout in conjunction with specific events will have to be listed in the applicants program letter or notification will be sent to the cognizant FSDO, **48 hours prior** to the date of the actual event.

21. This aircraft is restricted to airports that are within airspace classes C, D, E, and G during proficiency flights, except in the case of a declared emergency or when otherwise directed by Air Traffic Control.

22. The owner/operator of this aircraft must submit an annual program letter update to the local **FSDO** that lists airshows, fly-ins, etc. that will be attended during the next year,

commencing at the time this aircraft is released into Phase 2 operation. This list will be subject to amendments, as required, by letter or facsimile transmission.

23. The owner/operator of this aircraft must ensure that a copy of the current program letter, and any modifications, are carried aboard this aircraft at all times,

24. This aircraft is authorized for flights at airshows or air races conducted under a waiver (if required) issued in accordance with 14 **CFR** Part **91.903**,

25. This aircraft must be operated VFR, Day only, unless equipped for night and/or instrument flight in accordance with 14 **CFR** 91.205.

26. No person may be carried in this aircraft during the exhibition of the aircraft's flight capabilities, performance, or unusual characteristics at air shows, motion picture, television, or similar productions, unless essential for the purpose of the flight. Passengers may be carried during flights to and from any event outlined in the program letter or during proficiency flying, limited to the design seating of the aircraft.

27. The Pilot In Command of this aircraft shall advise each person carried of the experimental nature of this aircraft,

28. Aerobatic maneuvers that have been recorded during flight test may be performed.

29. Supersonic flight (true flight Mach number greater than 1) is prohibited unless specifically authorized under 14 **CFR** Part **91.817**.

30. These Operating Limitations and Airworthiness Certificate will bear no expiration date. However, when an aircraft base of operations is changed or there is a transfer of ownership the new owner/operator will provide the local FSDO with a copy of the approved inspection program identifying the person responsible for scheduling and performing the inspections.

31. This aircraft shall not be used for glider towing, banner towing, or intentional parachute jumping.

32. This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code **as** provided by **Annex** 8 of the International Convention of Civil Aviation (ICAO). The owner/operator of this aircraft must

obtain written permission from another country's Civil Airworthiness Authority (CAA) prior to operating this aircraft over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the CAA in the country of operation.

33. In accordance with 14 CFR 47-45, The FAA Aircraft Registry must be notified within 30 days for any change of the aircraft registrant's address. Such notification is to be made in the form of a submission of an FAA Form 8050-1, Aircraft Registration Application,

34. Aircraft instruments and equipment installed and used under 14 CFR Part 91.205 must be inspected and maintained in accordance with the requirements for those instruments found in 14 CFR Parts 43 and 91.

35. Flights to airports other than an alternate airport and the airport where the aircraft is based are allowed for maintenance of the aircraft. Prior to the flight, the operator must notify and receive permission from the geographically responsible FSDO where the maintenance will take place, and notify the FSDO with the geographic responsibility where the aircraft is based of the intended maintenance flight. The maintenance performed in connection with the flight, must be recorded in the aircraft records in accordance with 14 CFR part 43.



Curt Lindauer
Airworthiness Inspector



Note: These Operating Limitations are issued in accordance with FAA Notice 8130.27, Dated 01/11/96 and Policy Memorandum # 97-10.

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UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE	
A	CATEGORY/DESIGNATION Experimental/Exhibition
	PURPOSE To operate Exhibition category aircraft
	MANUFACTURER NAME N/A
	FACTURER ADDRESS N/A
C	FLIGHT FROM N/A
	TO N/A
D	N- 179PT SERIAL NO. 122179
	BUILDER Chance Vought MODEL F4U-5
E	DATE OF ISSUANCE 5/4/88 EXPIRY Indefinite
	OPERATING LIMITATIONS DATED 5/4/88 ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE Brian L. Ingraham DESIGNATION OR OFFICE NO. ASO-FSDO-62-FLL

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.

FAA FORM 8130-7 (10/82) SEE REVERSE SIDE

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION		This certificate must be in the aircraft when operated.
1		
CHANCE VOUGHT F4U-5 CAO Aircraft Address Code: 50235763		
I S S U E D T O	JRMC INC 309 BROADWAY CHESTERTON IN 46304-2316	This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.
	CORPORATION	
It is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with the Federal Aviation Act of 1958, and regulations issued thereunder.		 J.S. Department of Transportation Federal Aviation Administration
DATE OF ISSUE June 01, 1998	 ADMINISTRATOR	

AC Form 8050-3(8/97) Supersedes previous editions



U.S. Department
of Transportation
**Federal Aviation
Administration**

Flight Standards District Office
286 SW 34th Street
Fort Lauderdale, FL 33315
(305)527-0884

May 4, 1988

EXHIBITION AIRCRAFT

OPERATING LIMITATIONS

MAKE- Chance-Vought

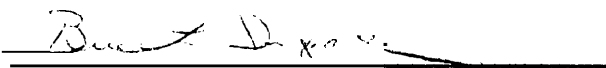
MODEL- F4U-5

SERIAL NO.- 122179


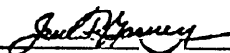
REGISTRATION- N179PT

1. These Operating Limitations are a part of, and are void unless accompanied by, a Special Airworthiness Certificate, FAA Form 8130-7, dated May 4, 1988, and **must** be made available to any person operating this aircraft.
2. Operation of this aircraft for any purpose other than that for which this Special Airworthiness Certificate was issued is prohibited.
3. Operator of this aircraft shall notify the control tower of the experimental nature of this aircraft and of minimum **runway** requirements when operating into or out of airports with operating control towers.
4. The pilot-in-command of this aircraft must, as applicable, hold an appropriate category/class rating, have an aircraft type rating, have a flight instructor's log book endorsement or **possess** a "Letter of Authorization" issued by an **FAA** General Aviation or Air Carrier Operations Inspector.
5. This aircraft shall contain the placards, markings, etc., required by FAR 91.31.
6. This aircraft shall not be flown unless **it** is maintained and operated in accordance with the Chance-Vought Maintenance and Overhaul Manual Number AN-01-45HD-1 dated June 15, 1949, revised April 1, 1951.
7. No person may operate this aircraft for the purpose of carrying property for compensation or hire.
8. This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. This aircraft may not be operated over any foreign country without the special permission of that country.

9. No person may operate this aircraft unless, within the preceeding 12 calendar months, it has been inspected in accordance with Appendix D of FAR Part 43 and found to be in condition for safe operation. Only an FAA certificated Airframe and Powerplant Mechanic or an appropriately rated repair station may perform this inspection. This inspection must be recorded in the permanent aircraft record in accordance with FAR 43.11.



Brian L. Ingraham
Aviation Safety Inspector, Airworthiness

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION CERTIFICATE OF AIRCRAFT REGISTRATION		This certificate must be in the aircraft when operated.
NATIONALITY AND REGISTRATION MARKS N 6263T	AIRCRAFT SERIAL NO. 140018	
NORTH AMERICAN T-28B CAO Aircraft Address Code: 52027532 JRMC INC 309 BROADWAY CHESTERTON IN 46304-2316 CORPORATION		This certificate is issued for registration purposes only and is not a certificate of title. The Federal Aviation Administration does not determine rights of ownership as between private persons.
is certified that the above described aircraft has been entered on the register of the Federal Aviation Administration, United States of America, in accordance with the Convention on International Civil Aviation dated December 7, 1944, and with the Federal Aviation Act of 1958, and regulations issued thereunder.		 U.S. Department of Transportation Federal Aviation Administration
DATE OF ISSUE June 15, 1999	 ADMINISTRATOR	

AC Form 8050-3(8/97) Supersedes previous editions

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE			
A	CATEGORY/DESIGNATION EXPERIMENTAL		
	PURPOSE EXHIBITION		
B	MANUFACTURER	NAME N/A	
		ADDRESS N/A	
C	FLIGHT	FROM N/A	
		TC N/A	
D	N- 6263T		SERIAL NO. 140018
	BUILDER NORTH AMERICAN		MODEL T-28B
E	DATE OF ISSUANCE A-04/03/97		EXPIRY UNLIMITED
	OPERATING LIMITATIONS DATED 04/13/99		ARE A PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE THOMAS D. SOERENS		DESIGNATION OR OFFICE NO. AGL-FSDO-03
	Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE FEDERAL AVIATION REGULATIONS.		

FAA FORM 8130-7 (10/92)

SEE REVERSE SIDE



U.S. Department
of Transportation
**Federal Aviation
Administration**

DuPage Flight Standards District Office

31W775 North Ave.
DuPage Airport
West Chicago, IL 60185-1056

April 13, 1999

**OPERATING LIMITATIONS
EXPERIMENTAL-EXHIBITION AND AIR RACING
GROUP III AIRCRAFT**

MAKE: North American
MODEL: T-28B

REGISTRATION NUMBER: N6263T
SERIAL NUMBER: 140018

**THESE OPERATING LIMITATIONS ARE A PART OF THE FAA FORM 8130-7
DATED: April 13, 1999.**

1. No person may operate this aircraft unless the FAA Form 8130-7, Special Airworthiness Certificate, is displayed at the cabin or cockpit entrance **so** that --it is visible to passengers or crew.
2. No person may operate this aircraft for other than the purpose of meeting the requirements of 14 CFR Part 91.319(b), as stated in the program letter for this aircraft. Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of 14 CFR Part 91 and all additional limitations herein prescribed under the provisions of 14 CFR Part 91.319(e). These operating limitations are a part of the FAA Form 8130-7, Special Airworthiness Certificate, and are to be carried in the aircraft at all times for availability to the pilot.
3. Application must be made to the geographically responsible FSDO for any deviations to these operating limitations.
4. Except for takeoffs and landings, this aircraft may not be operated over densely populated areas or in congested airways, except when otherwise directed by Air Traffic Control, or in an emergency situation. When exercising this authorization, the pilot-in-command (PIC) must request a departure route that will avoid densely populated areas and congested airways whenever possible.
5. No person may operate this aircraft for carrying persons or property for compensation or hire.

6. This aircraft shall not be operated unless it is maintained and inspected in accordance with appropriate military technical publications or manufacturer's instructions for the aircraft.

7. Inspections shall be recorded in the aircraft maintenance records showing the following or a similarly worded statement: **I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of North American T.O. 01-60FGB-1 Flight and 01-60FGB-2 Maintenance Manuals and or the manufacturer's instructions and found to be in a condition for safe operation.**

8. This aircraft shall not be operated unless it is maintained and inspected in accordance with the requirements of Part 43, Maintenance, Preventative Maintenance, Rebuilding, and Alteration.

9. Only FAA-certified mechanics with appropriate ratings as authorized by 14 CFR Part 43.3, may perform inspections required by these limitations.

10. The cognizant FAA FSDO must be notified, and their response received in writing, prior to flying this aircraft after incorporation of a major change as defined by 14 CFR Part 21.93.

11. This aircraft must display the word EXPERIMENTAL in accordance with 14 CFR Part 45.23(b).

12. This aircraft shall contain the placards, markings, etc., required by 14 CFR Part 91.9.

13. The Pilot In Command of this aircraft must hold an appropriate category/class rating. If required for the type of aircraft to be flown, the PIC must also hold either an appropriate type rating or a Letter of Authorization issued by an FAA Flight Standards Operations Inspector.

14. The PIC of this aircraft shall notify the air traffic control tower of the experimental nature of this aircraft when operating into or out of airports with operating control towers. The PIC shall plan routing that will avoid densely populated areas and congested airways when operating VFR.

15. No person may operate this aircraft for other than the purpose of exhibition, to exhibit the aircraft, or participate in events outlined in the registered owner's program letter (or any amendments) describing compliance with 14 CFR Part 21.193(d). Additionally, this aircraft shall be operated in accordance with applicable air traffic and general operating rules of 14 CFR Part 91, and all additional limitations herein prescribed under the provisions of Part 91.319(e). These operating limitations are a

part of the FAA Form 8130-7 and are to be carried in the aircraft at all times for availability to the pilot.

16. All proficiency/practice flights shall be conducted within the geographical area described in the aircraft program letter and any modifications to that letter, but that area will not exceed 600 nautical miles of the aircraft home base airport. **An** exception is permitted for proficiency flying outside of the area stated above for organized formation flying, training, or checkout in conjunction with a specific event listed in the aircraft program letter (or amendments). The program letter should indicate the location and dates for this proficiency flying.

17. This aircraft is restricted to airports that are within airspace classes C, D, E, and G during proficiency flights, except in the case of a declared emergency or when otherwise directed by Air Traffic Control.

18. **The** owner/operator of this aircraft must submit an annual program letter update to the local Flight Standards District Office that lists airshows, fly-ins, etc. that will be attended during the next year. This list will be subject to amendments, as required, by letter or facsimile transmission.

19. The owner/operator of this aircraft must ensure that a copy of the current program letter and any amendments, are carried aboard this aircraft at all times.

20. This aircraft is authorized for flights at airshows or air races conducted under a waiver (if required) issued in accordance with 14 CFR Part 91.903.

21. This aircraft must be operated VFR, Day only, unless equipped for night and/or instrument flight in accordance with 14 CFR Part 91.205.

22. No person may be carried in this aircraft during the exhibition of the aircraft's flight capabilities, performance, or unusual characteristics at airshows, motion picture, television, or similar productions, unless essential for the purpose of the flight. Passengers may be carried during flights to and from any event outlined in the program letter or during proficiency flying, limited to the design seating capacity of the aircraft.

23. The Pilot In Command of this aircraft shall advise each person carried of the experimental nature of this aircraft.

24. Aerobatic maneuvers that have been recorded during flight test may be performed.

25. This aircraft shall not be used for glider towing, banner towing, or intentional parachute jumping.

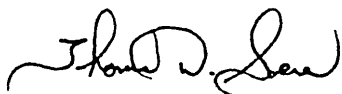
26. This aircraft does not meet the requirements of the applicable comprehensive, and detailed airworthiness code as provided by Annex 8 of the International Convention of Civil Aviation (ICAO). The owner/operator of this aircraft must obtain written permission from another country's Civil Airworthiness Authority (CAA) prior to operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with US. airworthiness certificate and, upon request, be made available to an FAA inspector or the CAA in the country of operation.

27. In accordance with 14 CFR Part 47.45, the FAA Aircraft Registry must be notified within 30 days for any change of the aircraft registrant's address. Such notification is to be made in the form of a submission of an FAA Form 8050-1, Aircraft Registration Application.

28. Aircraft instruments and equipment installed and used under 14 CFR Part 91.205 must be inspected and maintained in accordance with the requirements for those instruments found in 14 CFR Parts 43 and 91.

29. Flights to airports other than an alternate airport where the aircraft is based is allowed for maintenance of the aircraft. (The "maintenance" as defined in 14 CFR 1.1 is the reference for the sole purpose of these flights). Prior to the flight, the operator must notify and receive permission from the geographically responsible FSDO where the maintenance will take place, and notify the FSDO with geographic responsibility where the aircraft is based of the intended maintenance flight. The maintenance performed in connection with the flight, must be recorded in the aircraft records in accordance with 14 CFR Part 43.

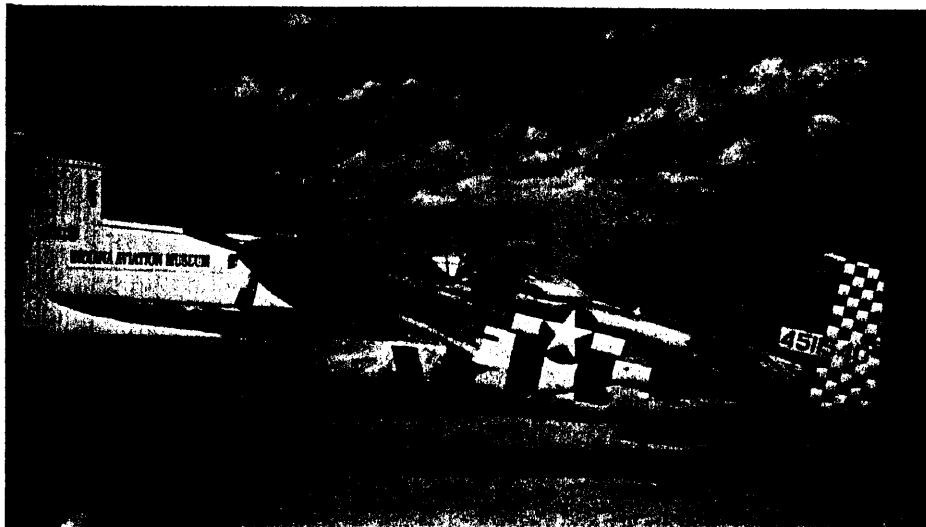
Issued on April 13, 1999, in West Chicago, Illinois, in accordance with Order 8130.27, dated 01/11/96.



Thomas D. Soerens
Principal Airworthiness Inspector

INDIANA AVIATION MUSEUM, INC.

4601 MURVHILL ROAD • VALPARAISO, IN 46383 • (219) 548-3123 • FAX (219) 929-1349



WELCOME

The Indiana Aviation Museum was incorporated on September 28, 2000 in the State of Indiana. Not-For-Profit status was granted under the provisions of the Internal Revenue Code 501(c)(3) as an educational organization structured as a museum. A Board of Directors was approved as well as all corporate officers. Mr. James Read is currently President of the museum.

James Read entered the United States Marine Corps as a Naval Aviator in 1953. During the course of a four-year enlistment he was given the opportunity to learn to fly various aircraft. The list includes such aircraft as the SNJ, AD Skyraider, FJ2 Saber jet, T34 trainer and the F9 Cougar. He also participated in carrier landings and launchings. His interest in flying continued after his departure from the Marine Corps. Jim obtained several aircraft to further his aviation desires.

The museum aircraft inventory centers around the excellent collection of James Read. A T34 Mentor was his first restoration project. The interest grew and then several more aircraft were bought including a P51 Mustang, F4U-5 Corsair, PT-17 Stearman, T-28 Trojan, and AT-6G Texan. Several civilian types are also incorporated into the museum including a twin engine Baron and Lake LA amphibian. The latest addition is a BAC 167 Strikemaster combat jet.

Jim Read, Cathy Harrell, Jim Bowers and Kris Kartokrax are currently the museum pilots. Cathy flies the T34 Mentor and is working next towards learning the T-28 Trojan. Jim flies the fighters and participates in several air shows during the summer season. Jim Bowers handles the aircraft maintenance program and Kris is a certified flight instructor. Tom Boswell is the museum marketing manager. All of the museum military aircraft have two seats giving the opportunity to let others experience the historical legacy of flight. All of the aircraft have interesting histories including documented combat with the F4U Corsair, a movie role with the P51, and Foreign Service with the AT-6G with France in Algeria. The T-34 was one of two used by the Marines for a flying club at Quantico and the T-28 saw use as a photo plane with the U.S. Army. The Strikemaster is one of approximately 15 still flying today. The museum web site is www/IN-AM.org. The museum E-mail is Indaviation@aol.com

"Where History Flies"

INDIANA AVIATION MUSEUM



4601 Murvihill Road
Valparaiso, Indiana

At the
Porter County Airport
US Hwy 30 & State Rd 49

For Information or to schedule a tour:
219-548-3123
or
Fax: 219-929-1349

**The Museum is currently CLOSED for the
season, but tours will be given by
appointment.**

***Watch for our RE-Grand Opening
April 20 & 21, 2002***

“Where History Flies”

FEATURED EXHIBITS



F4U-5 “Corsair”

PT 17 “Stearman” Bi-plane

1952 AT-6G “Texan”

P51 “Mustang” Fighter

T28 “Trojan” Navy Trainer

T34 “Mentor”

BAC “Strikemaster” combat jet

Civilian Aircraft

“Homebuilts”

MUSEUM WEBSITE:

www/IN-AM.ORG



Museum display and research area

Many Aviation Artifacts on Display

Reference Library offers area for
Information, study, and research

Group, School, and Youth Tours

Learn to Fly!

There is a flying school located adjacent to
the museum for the individuals wanting to
learn the challenging concept of flight!

**Museum Admission: \$3.00 Adult
12 and under free**

INDIANA AVIATION MUSEUM, INC.

4601 MURVILL ROAD • VALPARAISO, IN 46383 • (219) 548-3123 • FAX (219) 929 1349



The following is a partial schedule of events for the year 2001 for the INDIANA AVIATION MUSEUM
All of the following dates are subject to change.

March 2001

March 3, 2001	Valparaiso, In (Boy Scouts Aviation Tour)
March 7, 2001	Valparaiso, In. (Aviation Safety Seminar)
March 16, 2001	Valparaiso, In (United Way Fundraiser)

April 2001

April 8-14, 2001	Sun N Fun Lakeland, FA (Air Show)
April 21, 2001	Huntington, IN Wings of Freedom Museum (Fundraiser)
April 27-29, 2001	Seymour, IN (Formation Training)
April 28-29, 2001	Springfield, IL (Air Show)

May 2001

May 4-6, 2001	Shelbyville, IL (Antique Fly In)
May 6, 2001	Rockford, IL (Local Chapter Breakfast Fundraiser)
May 11, 2001	Civic Symphony Orchestra (Community Fundraiser)
May 16, 2001	Porter County Engineering Club (Museum Tour)
May 19-20, 2001	INDIANA AVIATION MUSEUM GRAND OPENING
May 25-27, 2001	Columbus, Mississippi (Aviation Awareness Air Show)

June 2001

June 2, 2001	Muskegon, MI (Wings of Mercy Benefit)
June 8-9, 2001	Cincinnati, OH (Blue Ash Air show)

"where *History Flies*"

INDIANA AVIATION MUSEUM, INC.

4601 MURVILL ROAD • VALPARAISO, IN 46383 • (219) 548-3123 • FAX (219) 929-1349



June 16, 2001

Valparaiso, IN (Young Eagle's Benefit)

June 22-24, 2001

Eldridge, IA (Community Event)

July 2001

July 6-8, 2001

Muskegon, MI (Air Show)

July 7, 2001

Goshen, IN (Goshen Municipal Airport)

July 8, 2001

Michigan City, IN (FAA Chapter 966 Benefit)

July 20-22, 2001

Kalamazoo, MI (Kalamazoo Air Museum Fund Raiser)

July 20-22, 2001

Sturgeon Bay, WI (Formation Training)

July 23-30, 2001

Oshkosh, WI (Air Show)

August 2001

August 24-26, 2001

South Bend, IN (Benefit for the Military Honor Park)

August 24-26, 2001

Cincinnati, OH (Women's Aviation Awareness/Air Show)

September 2001

September 3, 2001

Galesburg, IL (Annual National Stearman Convention)

September 7-9, 2001

Indianapolis, IN (Benefit Riley's Children's Hospital)

September 23, 2001

Circleville, IN (Circleville Airport Open House)

October

October 6, 2001

Alton, IL (Fly In)

October 7, 2001

Dexter, MO (Air Show)

October 19-21, 2001

New Orleans, LA Naval Air Station (Air Show)

"Where History Flies"

INDIANA AVIATION MUSEUM, INC.

4601 MURVILL ROAD • VALPARAISO, IN 46383 • (219) 548-3123 • FAX (219) 929-1349



November

November 8-10, 2001

Pensacola, FL Naval Air Station (Air Show)

"Where *History Flies*"

INDIANA AVIATION MUSEUM, INC.

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August

August 2-4, 2002

Willow Run, Detroit (Air Show)

September

September 6-8, 2002

Mt. Comfort, IN (Children's Hospital)

September 21-22, 2002

Oceana, VA (Air Show)

September 28-29, 2002

Patuxent River Naval Air Warfare Center, MD (Air Show)

October

October 10-12, 2002

Wabash, IN (Benefit Breakfast)

November

November 2, 2002

Pensacola, FL (Naval Air Station Air Show)

"Where History Flies"

INDIANA AVIATION MUSEUM, INC.

4601 MURVILLI ROAD • VALPARAISO, IN 46383 • (219) 548-1123 • FAX (219) 929-1349



The following is a partial schedule of events for the year 2002, for the INDIANA AVIATION MUSEUM.
All of the following dates are subject to change.

March 2, 2002

March 6, 7, 8, 2002 Kissimmee, FL (Movie documentary with P-51)

April

April 7-13, 2002 Lakeland, FL (Air Show)

April 10-11, 2002 M.C.A.S. New River, N.C., (Commemorative Service)

April 27, 2002 Seymour, IN (Air Show)

May

May 4-5, 2002 Lowell, IN (Buckley Homestead)

May 17-19, 2002 Chattanooga, TN (Air Show)

May 24-26, 2002 Starkesville, MS (Air Show)

June

June 1, 2002 Muskegon, MI (Wings of Mercy Benefit)

June 8-9, 2002 Davenport, IA (Air Show)

June 22, 2002 Valparaiso, IN (Fly In)

July

July 4, 2002 Portage, IN (Parade Flight)

July 12-14, 2002 Muskegon, MI (Air Show)

July 23-29, 2002 Oshgosh, WI (Air Show)

"Where History Flies"